

Feb 22 1971  
Provo Herald

## Freeway 'Unthinkable'

Editor Herald:

I was dismayed upon my return to Utah Valley after several years' absence to learn of the projected plan to build a freeway in our Provo Canyon. Such a prospect is unthinkable! If the canyon were located in New York, Alabama, or Indiana, where I have resided, there would be no question whether or not a freeway would be constructed. Provo Canyon is so unique that elsewhere I believe it would enjoy state or even national monument status and protection. In Utah we appear to be too much surrounded with natural beauty and wonder, or else we would appreciate more and abuse less.

The Highway Commission argues that the ecology will be preserved. Does that mean that ecology which remains after a 100 to 400-foot swath is cut down

a canyon that already accommodates a highway and a railroad? And yes, there is also the river. The fact that the stake marking the center stripe of the proposed freeway stands audaciously upon the pinnacle of Wicks Rock gives pretty grim evidence of the environmental consciousness and concern typified by the corporate thinking of some of our engineers.

I urge other anxious citizens to call on the governor to enact the proposed moratorium. A cooling-off period should benefit both sides until a more cautious assessment of the entire situation can be made. Let's not unwittingly contribute another disgraceful page to the long history of the wanton despoilment of this nation's natural splendour.

Sincerely,  
Dr. David Dalton

## Citizens Must Be Heard

Editor Herald:

I resent the use of the term "pressure groups" by the Provo mayor in referring to private citizens who are merely interested in their valley and have had to become organized in order to be heard. (Daily Herald, Feb. 12). The mayor made the statement that "You can't allow pressure groups to take over the functions of won't have any kind of government." He was referring to the Provo Canyon Highway Citizens' Committee. The issue was proposed Provo Canyon freeway.

It is possible that Utah Valley residents have been indifferent, insensitive, and uninformed on ecological issues for so long that the mayor thinks he has an

enemy when someone expresses interest in or brings facts to light on a common situation. These people who are interested only want to help. I personally think a good situation arises when private citizens show active concern in public affairs. It is our valley. Sure, the mayor has the legal decision-making power, but what kind of a leader is he if he closes his ears to the caring citizens he "represents"?

There are a lot of intelligent people on that committee and supporters of the committee who know more about the ecological situation in this case than the "city leaders" themselves.

The citizens have a right to be heard.

Meg Hayes  
3780 So. 900 E. No. 27  
Salt Lake City





AMONG THOSE HONORED last weekend by the Union Pacific Old Timers Club were, from left, Jasper Snow, Henry Burns, and D. E.

Gilmer. Robert Pendray, who had 52 years of service with the UP was not present. The event was held at the Holiday Inn in Provo.

## Union Pacific RR Retirees Honored

A total of 169 years of service to the Union Pacific Railroad was represented Friday night by four retirees honored at a dinner dance. The event, which was held at the Holiday Inn, was sponsored by the Union Pacific Old Timers Club No. 34 and Auxiliary.

Those retired members were Robert Pendray with 52 years service in the clerical department; D.E. Gilmer, 47 years in train service; Henry A. Burns, 25 years in the clerical department; and Jasper Snow, 45 years in the car department.

The men were presented with life membership cards and gifts,

while their wives also received clubs C.R. Grow of Glens Ferry, Idaho, and Mrs. J.E. Fletcher, president of the ladies auxiliaries of Omaha, Neb. Testimonials were read by members of their families.

W.B. Groom, manager of safety and courtesy was master of ceremonies for the evening. Special guests included H.H. Brant, superintendent of the Utah Division; H.A. Castle, assistant superintendent; H. G. Hagglund, manager of safety and courtesy of the Utah Division; R.H. Bryan, general foreman for Provo.

Other special guests were president of general committee of Union Pacific Old Timers

Mrs. M.L. Hollingworth, Salt Lake City, Ferron Forsgren, also of Salt Lake City, J.C. Waid, Nampa, Ida. and Mrs. T.C. Rorabaugh, Omaha, Neb. were other officers present.

Over 125 members and guests attended the affair which was arranged by club presidents, Max K. Johnson and Mrs. Walter Carlton, and committee members. A program, visiting and dancing concluded the evening.



Two Officers Speak

*Herald 23 Feb '71*

## Long-Term Lease Asked On Heber Creeper Tracks

Two of the officers of the Wasatch Mountain Railway issued the following statement to The Herald concerning obtaining a long-term lease on the old Heber Creeper tracks.

The statement is presented in full:

In order to develop a proper base for a stock issue on a company that will have a long life, it is imperative that the Wasatch Mountain Railway obtain a long term lease on the old "Heber Creeper Line." The most favorable way this is accomplished for all parties concerned would be to have the railroad right-of-way transferred from the Utah Highway Department to the Utah Bureau of Natural Resources and their Division of State Parks. The railway would then be leased by the Wasatch Mountain Railway Co. as a concessionaire to the Wasatch Mountain State Park. Since the Utah State Park Department is now responsible for the surface recreation rights on Deer Creek Reservoir, they need ownership on the railway line in order to physically connect Wasatch Mountain State Park with Deer Creek Reservoir. With the railroad right-of-way in the hands of the State Parks, it will preserve for public recreation the south bank of the Provo River to Bridal Veil Falls as well as the majestic railroad facility along Deer Creek Reservoir.

There are many other reasons why the railroad line should be preserved aside from the needs of the State Park Department. A scenic steam powered railway would give Wasatch County an opportunity to rebuild its economy with a fine asset. Wasatch County and Heber City lost a valuable taxable asset when their railroad was abandoned by the D&RGW RR. Preserving the railway line of the "Heber Creeper" will allow Wasatch County the opportunity to offer an attraction of outstanding popular interest to tourists as found in such areas as

Colorado, South Dakota and California.

### Purchased as Scrap

The railroad line was purchased as scrap by the Utah Highway Department for the building of a four-lane limited-access highway through Provo Canyon. Since the Highway Department has no known plans for the remainder of the railroad line beyond Bridal Veil Falls to Heber City, it is felt by many that the old line should not be simply scrapped out. Yet the scrap composed of ties, rail and hardware is valued near the total price paid by the Highway Department for the entire facility and right-of-way. Thus, if the railroad were to fail, scrap value of the line would allow the state to recover its investment.

Before the citizenry of Wasatch County will have a chance to preserve the "Heber Creeper," the land transfer must take place between the above state agencies in order to reserve the trackage as well as secure a long term lease on utilization of the existing facility. At this time, the Utah State Legislature has before it Joint Senate Resolution 16, which will secure the necessary land transfer from the Utah Highway Department to the Utah Bureau of Natural Resources. Thus, the "Heber Creeper" will have a chance to live, thundering to destiny through the majestic halls of Provo Canyon into scenic Heber Valley as an eventful tourism catalysis of summer recreation for Utah. Letters of endorsement to the state legislature would be of great benefit toward the preservation of a traditional

part of Utah's colorful history found in the famous HEBER CREEPER.

### Tourism Asset

If the "Heber Creeper" is lost to history by the removal of the scenic railway trackage, the people of Utah and Wasatch County as well as the entire State will have lost a tourism asset second only to skiing in the Intermountain Area.

We would like to thank you for your interest in the Heber Creeper Line and the legendary Iron Horses that hopefully will ride its steel rails through Provo Canyon to Heber City. The proposed Wasatch Mountain Railway project can be a valuable asset of recreation for the many tourists that visit our State as well as the university students and children living today who have never seen a steam locomotive in full service. How can Utah, nationally known as the Golden Spike State, afford to lose such a valuable tourist asset that relates to our famous historical past in railroading. The Heber Creeper is and should be a lasting part of our state's railroad history and colorful folklore.

Lowe Ashton, President  
Ed McLaughlin, Executive  
Director  
Wasatch Mountain Railway



Letters to Editor 23 Feb 1971

## Urges Citizen Support For 9-Point Road Plan

Editor Herald:

We, who are interested in saving the natural resources of Provo Canyon, are not against so-called "progress," but we are very concerned as to the effect a four-lane highway is going to have on the plant and animal life in the canyon.

The nine-point plan submitted by D. Allan Firmage to the state Highway Commission asks that a study be made on the ecology and how this highway is going to affect the animal and plant life.

Mr. Firmage is not just a concerned citizen. Although a native of Provo, he has traveled all over the world and is a highway engineer in the highest standards. He knows that certain measures must be taken to preserve and conserve the natural beauties around us.

Robert Redford is not just a ski resort owner and actor, but has traveled all over the world and has seen a lot of so-called "progress." I am certain he knows there is the right kind of progress and the wrong kind of progress. Mr. Redford chose our canyon to build his home in. A beautiful canyon such as we have here should be preserved and protected for future generations to enjoy.

Numerous other professional people feel just as strongly about this problem: For example, representative members of Wildlife Federation, the Sierra Club, (one of the largest conservation powers in North America) and the local, "Save the Provo River" association, have made it known how concerned they are. The "Save the River" group, through diligent effort, has helped gain sentiment for a flow of water down through the lower Provo River from UP&L Company to Utah Lake, with some results already achieved. The present waterflow is the most that has ever been let down during the winter months. As long as I can remember, there has been very little water in the lower Provo River during the winter. This has resulted in a tremendous fish kill each year. This super highway will have a definite effect on the Provo River fish life and wildlife.

We concerned parties are certainly not against progress. But we are against the ugliness created by a canyon's destruction in the building of a super highway. This highway

will definitely have an effect on the ecology of the canyon, the wildlife, the bird life, the fish life, everything!

Let's see that we, the people of Utah County, and all other interested people are concerned over the kind of "progress" this highway is going to make possible for us. This highway that will link us to the 'great' highways of the east. Sounds great doesn't it? Let's see that this highway is one that adds to the beauty of Provo Canyon, not one that will leave us with just memories of a canyon we can only tell our children about. Let's see to it that this highway is a unique one and the most beautiful highway in the state of Utah — not just another super four-lane highway.

Let's give our full support to Mr. Firmage and the members of his committee in seeing that these nine points are met by the State Road Commission.

Douglas W. Finch  
1120 N. 50 E., Orem



# 19 Feb 1971 Canyon Group Discusses

## Type of Road Desired, Insists on Master Plan

The Provo Canyon Highway Citizens Committee met at Sundance Tuesday evening to discuss the type of road members feel should be in the canyon and to discuss future moves.

According to D. Allen Firmage, chairman of the committee, the group reached no consensus on the type of road desired, but feels a masterplan for the entire canyon should be made before the highway is built.

"There should be a masterplan before any final decisions on location and type of road are made," said Mr. Firmage.

Attending Tuesday night's meeting were members of the citizens group, representatives of the Sierra Club from Salt Lake City, and Lowell Ashton, representing the Heber group, that plans to run a railroad from Heber to Wildwood.

Mr. Firmage said the Utah County Commission should undertake the work on a masterplan and use the "wealth of talent available in this area." "It's time the local fathers used this talent to advantage," said Mr. Firmage.

Meetings between Mr. Firmage and the Highway

Department will continue today. "I will meet with Wayne Winters of the Road Commission and some of the department's engineers to see if there is any common agreement about the road," said Mr. Firmage.

# 2-19-71 Provo Canyon

## Road Topic On Channel 11

The proposed highway through Provo Canyon will be the subject of the "American Dialogue" discussion tonight on Channel 11 at 8 o'clock. Viewers may telephone in their comments to the station.

Guests on the program will be Lowe Ashton, president of the Wasatch Citizens Committee; Wayne Winters, Utah State Highway Commissioner.

Dr. Doyle Buckwalter will be the moderator.

Page 10—THE HERALD, Provo, Utah Wednesday, February 17, 1971  
Letters to Editor

## Who's Special Interest Group in Road Issue?

I would like to respond to Mayor Dixon's statements on the Canyon Road in the Herald, Friday, Feb. 12. Mayor Dixon considers a group of people concerned with the preservation of the beauty and ecology of Provo Canyon as a special interest group. My interpretation of a special interest group would be:

A Highway Department who if they do not continue to design new highways may find themselves unemployed.

A construction industry which depends on the Highway Department to keep them employed.

A Town which fears that it may be bypassed if the road is not built.

The Chamber of Commerce, whose members are primarily concerned with the financial opportunities the road may offer.

If these are not the groups that helped to influence your opinion, may I ask what the others were.

May I suggest reading an article in the Readers Digest, February 1971 called the Folly of Our Superhighway System.

Edward E. Westhoff  
268 N. 100 East  
Springville, Utah



Letter to the Editor *Herald 16 Feb '71*

## Critics of Canyon Highway Chided by Springville Man

Editor Herald:

I've read many articles concerning a new highway in Provo Canyon and I'm a little bit puzzled about some people who want to stand in the way of progress.

I wonder if some of the people protesting the new road also protested the paving of Provo's main street because of what damage it would do to the horse's hoof or protested the

removal of the hitching posts along sidewalk.

I would think the canyon could better be seen if the road was higher and straighter. A driver of a car certainly can't see anything now, he's watching for children playing along the river bank or for someone coming out of a park and so on.

As far as the trees and brush that will be removed, I don't agree with Robert Redford and the tree committee or whatever it is. If these people want to save the trees, let's go up to Sundance and replant the ski slopes for a much needed watershed or replant the roads and trails leading to summer home sites.

## Today In History

By United Press International  
Today is Tuesday, Feb. 16, the 47th day of 1971.

The moon is between its full phase and last quarter.

The morning stars are Mercury, Venus, Mars and Jupiter.

The evening star is Saturn. Those born on this day are under the sign of Aquarius.

On this day in history:  
In 1925 a rescue crew reported to the surface that Floyd Collins was dead after being trapped in a cavern at Cave City, Ky., for 18 days.

In 1964 Chicago Cubs second baseman Kenny Hubbs was killed when the plane he was piloting crashed in Utah.

In 1969 the Red Chinese seized 3 yachts near Hong Kong, including one American-owned ship. Four Americans were among the 15 persons taken captive.

## New Hitch In Provo Canyon Plan

*17 Feb 1971 Des. News*

By HART WIXOM  
Environmental Editor

Design plans for Provo Canyon, submitted last year by the Utah Road Commission, are "in the process of being returned for an environmental impact report."

That was the word today from the U.S. Bureau of Public Roads, Washington, D.C.

The plans must be federally approved before federal funding can be granted on the proposed \$6.2 million Provo Canyon (U.S. 189) project, a subject of intense local controversy.

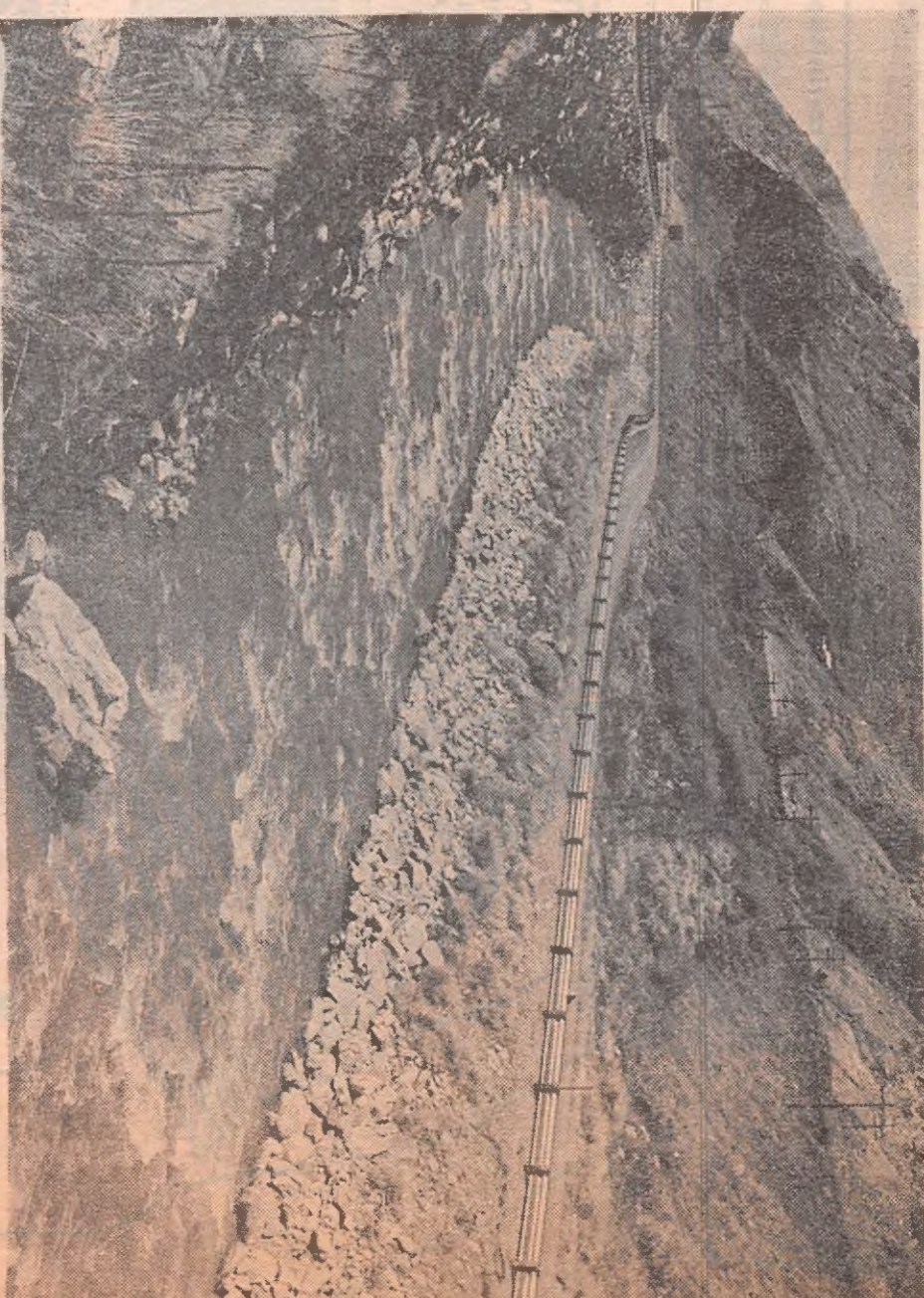
### 'NOT NECESSARY'

Utah Highway Department officials had stated earlier that they did not "believe an impact report would be necessary," since the project was initiated before the Feb. 1 "effective deadline" of the President's Council on Environmental Quality.

However, federal officials ruled that the project had to be "approved before Feb. 1, or include the impact report." The report must include detailed statements on the canyon and the river involved, BPR officials said.

### TIME DELAY

With the federal announcement, several conservation groups today asked Utah road officials to "take advantage of the time delay" to make pub-



Webster Canyon photo shows how banks of Ogden River were bulldozed and vegetation stripped. Conservationists are concerned about impact on Provo River in planned U.S. 189 project.

lic a detailed map of the project.

"Perhaps some concerns are unfounded, but the public

won't know until the highway department explains what they plan to do with the Provo River, where vegetation will

be cut, what will be allowed to remain, etc.," said Budd Sullivan, president, Utah Wildlife and Outdoor Recreation Federation.

"How can anyone be certain what will happen to Provo River, where vegetation will be cut, what will be allowed to remain, etc.," said Budd Sullivan, president, Utah Wildlife and Outdoor Recreation Federation.

See U.S. AGENCY on Page B-3



## Does Road Commission Have Too Much Power?

Editor Herald:

I once heard of a man who held so much authority that he was unable to sleep. This makes me wonder if the State Legislature has overburdened the State Road Commission with a superabundance of power. If this be the case, the legislature should show their humaneness by reducing the grant and turning the surplus power back to the people, who are in short supply.

I think the Road Commission and the Council of Governments should keep an ear to the ground, so that they can tell if the people are coming to save Provo Canyon from the juggernaut of federal munificence.

It took the massive forces of nature a long time to form the attractive natural qualities of the canyon. But a commission

dedicated to fast and copious transportation plus federal grants, can alter some of the valuable features of the canyon, in a short time.

It is hard to visualize that in a few years the present road through Provo Canyon will be filled bumper to bumper by motor vehicles. Drivers are not so stupid. As long as there are faster alternate routes available, some of the supposed future traffic through the canyon will be drawn to other roads.

The Provo City Commission should not be intolerant of "pressure groups." For it was a pressure group called the Provo Repeal Committee, led by the present mayor, that was instrumental in changing the form of government in Provo, and in electing the present mayor to the mayoralty.

George I. Steele

## Believes Many People Dislike Highway Plan

18-Feb-1971

Editor Herald:

In regards to the statement made in last Friday's paper by Mr. Earl Wengreen, Orem city manager, in which he stated that

the "Provo Canyon Highway Citizens Commission was being presumptuous to think that it could speak for the people," I would like to say that this man evidently hasn't listened to the radio or read comments to your paper in months!

If he would only check the back issues of your paper, I'm sure he'd conclude that very few people are happy about the proposed road.

I am not a member of the Citizen group he mentioned but am just an average person he supposedly speaks of. I am very tired of having someone speak for me. My family of six is heartsick to think of the proposed super highway that is being pushed off on us.

Since our elected officials seem determined to represent their own wishes and not the wishes of the people in this area, I plead with everyone that is interested in seeing the present road improved to write to Governor Rampton and make their wishes known.

Perhaps his voice will not be ignored.

Yours truly,  
Mrs. Wayne R. Witt  
911 N. 60 E., Orem

# Student Check Finds 63 Pct. Oppose Road

19 Feb 1971 Des News

The results of a poll conducted by an Orem High School science class—which shows 63 percent of 792 random names "opposed" to a new four-lane highway through Provo Canyon—was delivered Thursday to Gov. Calvin L. Rampton.

Class instructor John Hendrix said the students call every 20th name in telephone books from six com-

munities. Names called in Provo-Orem area totalled 677; in Kamas 15; Heber City, 20; Salt Lake City, 40, Springville, 20, and American Fork, 20.

However, school representatives said that 58 per cent of the persons polled said they "favored improvements in the present road."

### POLL BREAKDOWN

Results of the poll:  
Question: "Do you fish on the Provo River in Provo Canyon?"

Yes, 371 or 53 per cent.

No, 225 or 47 per cent.

Question: "Would you like to see a 4-lane highway built in Provo Canyon to reduce travel time between Provo and Heber City?"

Yes, 225 or 28 per cent.

No, 501 or 63 per cent.

No opinion or undecided, 9 per cent.

Question: "Would you like to keep the present road in Provo Canyon in its present location, but make improvements on it?"

Yes, 459 or 58 per cent.

No, 262 or 33 per cent.

Undecided, 9 per cent.

### MAIN CONCERN

Question: Which of the following two areas of concern do you think is most important to you — environmental protection or economic growth?

Environmental protection — 490 or 62 per cent.

Economic growth — 140 or 18 per cent.

Combination of both — 135 or 17 per cent.

Undecided — 27 or 3 per cent.

Hendrix said that "while no poll is an absolute proof of anything, it does show here a clear indication there is concern over the proposed 4-lane highway through Provo Canyon."

A release from the Utah Department of Highways Wednesday stated that "all elected officials in Provo City, and Utah, Wasatch, Summit, Duchesne and Uintah Counties unanimously favored the proposed four-lane highway."



# Poll Hits Provo Canyon Road

A survey conducted by environmental-science students at Orem High School shows that a preponderance of Utah County residents oppose a four-lane super highway in Provo Canyon (U.S. 189), Gov. Calvin L. Rampton was told Thursday.

The students, who visited the governor to report findings, noted they had surveyed 792 persons by telephone (selecting every 20th name in the directory). Some 53 percent responded they fished in the canyon and 63 percent opposed a larger highway.

The Utah Highway Department has announced plans to widen and realign the road to handle heavy traffic and a projected increased load.

## Sits Controversy

But the proposal has stirred a local controversy and the Highway Department's engineers and opponents are in the midst of a series of meetings to find various alternative construction features satisfactory to both sides.

John C. Hendrix, Orem High instructor, reported to Gov. Rampton, "We feel that it would be a matter of good judgment to honor the desires and wishes of the people in this matter by calling for a moratorium on the plans . . . We suggest that a more in-depth study of the desires of the public be completed before any type of road construction in Provo Canyon is begun."

## 65 Add Signatures

The 65 students in his classes added their signatures to the letter.

The survey said 58 percent of those polled favored improvements on the

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present road, and 62 percent said they favored environmental protection over economic growth (while 18 percent favored economic growth and 17 percent favored a combination.)

Only 28 percent favored a four-lane highway "to reduce travel time between Provo and Heber City."

Meanwhile Thursday, the Utah Highway Department issued a statement noting that "elected officials of several counties unanimously endorse the new highway plans . . ."

## Officials' Reports

Meetings had been held with officials from Provo and Utah, Wasatch, Duchesne, Summit and Uintah counties, and "all . . . mentioned they had polled their groups and assured the Highway Department of continued faith in their plans."

Provo Mayor Verl Dixon said a new highway "is needed for more efficient transportation and greater safety."

The groups further reaffirmed faith in the Highway Department's "awareness of the problem in ecology and (its) efforts and success in solving them."



## Says Highway Department

# Conservation Factors Stressed In Provo Canyon Road Planning

Environmentalists, engineers, landscape architects and geologists of the Utah Department of Highways have given special attention to minimize the impact of the proposed four-lane highway on the beauty and other assets in Provo Canyon.

This was emphasized today in a statement released by the Public Relations Division of the Highways Department in response to inferences by road opponents that the department has a negative attitude on conservation and environment.

The department's statement cited an article in a Salt Lake newspaper which quoted an anti-road spokesman as saying "that the director of Utah's Highway Department had begun denouncing all environmentalists as crackpots."

### Denies Charge

"This statement is not true," the Highway Department release said, "but Mr. Helland

(Henry C. Helland, director of the highway department) did state before the Legislative Subcommittee of Appropriations, where he was explaining the direction the program was going, that some groups were radical in that they opposed any program."

Mr. Helland, the statement said, also was concerned about an allegation that the Highway Department "had arranged a meeting in Heber (Feb. 11) to gather support in opposition to the Provo Canyon Citizens request for a moratorium" on the road construction.

### Same Presentations

While at this meeting invited elected officials re-affirmed support for the road, a major part of the session was devoted to presentation of proposals and plans for the canyon highway. "Presentations at the Heber meeting were the same as presented to the Provo Canyon Citizens Committee and other

groups in Utah County, including the press, legislators and governmental agencies" in the department's program to inform the public, the statement said. "The Utah Road Commission and the Highway Department feel very strongly that all segments of the community should have the opportunity to review and evaluate the department's programs and plans for improving and maintaining a safe and efficient highway system."

### Full Consideration

The Highway Department statement said all the various environmental problems and situations concerning the canyon highways "have been studied and reviewed with various interested and concerned people, both within and outside the State Highway Department, including officials of the Fish and Game, Orem City, Provo City, Utah County, Parks and Recreation, and we want to say that the highway has been designed recognizing the problems of all those agencies and people concerned."

It quoted Mr. Helland as saying the planned Provo Canyon project cannot be compared with those already completed in Weber and Parley's Canyons as some road opponents have tended to do "since those two roads are interstate and are considerably wider than the proposed Provo-to-Heber highway."

### Initial Construction

The statement said construction in Provo Canyon will provide initially four lanes of pavement and the way acquired for the four-lane pavement will avoid an unnecessary impact on the canyon features. The old road-of-way was purchased by the Highway Department much of the need would already be met.

"Ecology and erosion control has been a State Highway problem for many years. However, the center of gravity is today. The Late Erosion Control for the Department steps to be taken natural look, cuts and fill.

The Erosion Control best step to be taken native vary and for will be provided for a self-scape co. capture.



## Clarifies Road View

# Redford Favors 'Best Solution for Canyon'

By CONNIE HANSEN

Herald Staff Correspondent

HEBER — Movie actor Robert Redford has clarified, for the public, his views on Provo Canyon and the proposed new canyon highway in a taped statement made to this reporter.

Mr. Redford's comments appear as follows, verbatim:

"I have been really busy on the film shooting on location here at Sundance. The shooting (for the film, "The Saga of Jeremiah Johnson" for Warner Bros.) has been very difficult because it's all out of doors. There are none of the modern conveniences that usually accompany film-making.

### Set Record Straight

I've been pretty inaccessible to either receiving news or giving news, but one thing that has concerned me is that I came down from the mountain, so to speak, to discover that I was being grossly misquoted and misrepresented by some segments of the press and various groups and agencies around. Just to clear the record personally, I think it's important for me to state my position on this whole road business, the environment in general, and the whole state in general.

"First of all, I do not head up any group. I am a member of the Provo Canyon Citizens Committee whose chairman is Prof. D. Allan Firmage, and the committee itself will make a statement as to what its position is.

### Aesthetic Values

"I think that position, incidentally, has been misrepresented as being opposed to a road. This is not true; we are not opposed to a road, nor am I opposed to a road. We are opposed to a four-lane highway. We all agree that there is a definite need for an improved highway and feel that everything should be done to make this improvement with as little alteration of the general

canyon and with an emphasis of the aesthetic values which are irreplaceable.

### 'Best Solution'

"I am only for, and so is the committee, the best solution for Provo Canyon. It has always been our intention — and my intention in particular — to work with the various agencies involved that are going to be responsible for putting the road in on a state level. There has never been any intention to detour from keeping a better dialogue with these people, but unfortunately there are individuals within every group that get excited and get carried away and start spreading rumors and making accusations.

### Favors Conservation

"I feel to an extent that I have been victimized somewhat by this, because I have not made accusations that have been credited to me, nor have I taken an attitude that I have been ascribed to take. The other day, it was told to me that I have been reported as criticizing conservation groups. This is not true. I support conservation groups. I'm interested in conservation and preserving what is naturally beautiful within the bounds of progress.

"I think what we really want to do, and what I personally want to do, is to try and keep the thing together so that everybody can work more closely with each other to see that Provo Canyon is really taken care of in the best possible way.

"I would vote for a little further study on the thing to bring these people together. I think it would be wise for those people who are all excited about it to just cool it, and stop making accusations and stop looking after their personal interests and think about the public, the canyon, and the state in general. This is my aim, and I hope this will settle any misconceptions, as to where I stand on this issue."



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### Initial Construction

The statement said that construction in Provo Canyon will provide initially only two lanes of pavement and right-of-way acquired for the eventual four-lane pavement so as to avoid an unnecessary second impact on the canyon's natural features. The old railroad right-of-way was purchased by the Highway Department so that much of the needed alignment would already be provided.

"Ecology and environmental control has been a policy of the State Highway Department for many years. However, it was not the center of attention that it is today. The Landscape Architect for the Department has plans for erosion control and has outlined steps to be taken to restore a natural look to the canyon where cuts and fills are necessary. Erosion control is the first and best step to be taken after which native varieties of woody plants will be propagated and collected for a second phase of a landscape contract."



# Poll Hits Provo Canyon Road

A survey conducted by environmental-science students at Orem High School shows that a preponderance of Utah County residents oppose a four-lane super highway in Provo Canyon (U.S. 189). Gov. Calvin L. Rampton was told Thursday.

The students, who visited the governor to report findings, noted they had surveyed 792 persons by telephone (selecting every 20th name in the directory). Some 53 percent responded they fished in the canyon and 63 percent opposed a larger highway.

The Utah Highway Department has announced plans to widen and realign the road to handle heavy traffic and a projected increased load.

## Stirs Controversy

But the proposal has stirred a local controversy and the Highway Department's engineers and opponents are in the midst of a series of meetings to find various alternative construction features satisfactory to both sides.

John C. Hendrix, Orem High instructor, reported to Gov. Rampton, "We feel that it would be a matter of good judg-

*'We suggest that a more in-depth study of the desires of the public be completed before any type of road . . . is begun in Provo Canyon.'*

ment to honor the desires and wishes of the people in this matter by calling for a moratorium on the plans . . . We suggest that a more in-depth study of the desires of the public be completed before any type of road construction in Provo Canyon is begun."

## 65 Add Signatures

The 65 students in his classes added their signatures to the letter.

The survey said 58 percent of those polled favored improvements on the

present road, and 62 percent said they favored environmental protection over economic growth (while 18 percent favored economic growth and 17 percent favored a combination.)

Only 28 percent favored a four-lane highway "to reduce travel time between Provo and Heber City."

Meanwhile Thursday, the Utah Highway Department issued a statement noting that "elected officials of several counties unanimously endorse the new highway plans . . ."

## Officials' Reports

Meetings had been held with officials from Provo and Utah, Wasatch, Duchesne, Summit and Uintah counties, and "all . . . mentioned they had polled their groups and assured the Highway Department of continued faith in their plans."

Provo Mayor Verl Dixon said a new highway "is needed for more efficient transportation and greater safety."

The groups further reaffirmed faith in the Highway Department's "awareness of the problem in ecology and (its) efforts and success in solving them."